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COUNTRY Eastern Germany

TOPIC Brandenburg-Briest Airfield

EVALUATION 25X1

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 9 October 1952

REFERENCES

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PAGES 6

ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following observations were made at Brandenburg-Briest airfield between 10 July and 22 August 1952:

10 July. At 2 p.m., 24 MiG-15s were parked at the field. Ten of them were observed at the runway. 25X1

About 3:30 p.m., four take-offs and landings were made.

Between 11 and 14 July. There was no air activity by jet fighters. Only one biplane which probably was a target for simulated AA fire was observed over the field.

15 July. Between 10:30 and 11:05 a.m., three MiG-15s were aloft. 25X1

17 July. At 4 p.m., 12 MiG-15s were parked at the runway. The other aircraft on the field could not be observed. Two MiG-15s took off at 8:20 and landed at 8:35 p.m.

18 July. The 24 MiG-15s parked at the runway took off at 9:30 a.m. and practiced flying up to 11:30 a.m. There was a cloud base of about 500 meters, and it began to rain. A formation of 16 MiG-15s flew over the field at an altitude of about 350 meters.

19 July. At 10:30 a.m., 24 MiG-15s were parked at the runway. 25X1

11:30 a.m., the engines of two MiG-15s were started. No take-offs were made because of rain.

21 July. At 9 a.m., six alert planes were parked at the runway. It was observed for the first time that the planes were again fitted with auxiliary fuel tanks. Except for the planes had the smaller type of auxiliary fuel tanks which are about 35 in 25X1 and 25X1

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diameter and are fitted close to the underside of the wings, projecting 10 to 20 cm beyond the leading edge of the wing. The remaining about 20 MiG-15s were parked in front of the flight control building. Thirty to 40 soldiers were working on them apparently fitting auxiliary fuel tanks on the planes. No air activity was observed. (2)

22 July. At 6:30 a.m., 24 MiG-15s were parked at the runway. Between 7:45 and 10 a.m., 22 take-offs and landings were counted. There was a good visibility. The sky was partly cloudy. Between 2:20 and 2:47 p.m., two MiG-15s with the [redacted] fitted with auxiliary fuel tanks, practiced flying. Six take-offs and landings by MiG-15s were counted between 8 and 9:30 p.m.

23 July. During the morning, no air activity was practiced because political indoctrination lectures were held. Between 3 and 9:00 p.m., individual flights were made by MiG-15s which remained aloft for an average of 20 minutes. The weather was fair. At nightfall, a searchlight near Hosenhof was put in operation. It rotated when a plane was aloft and moved back and forth toward Arado Airfield during flight intervals. (3)

24 July. At 6:30 a.m., 24 MiG-15s were parked at the runway. Flying started at 6:30 a.m. in clear weather and a partly cloudy sky. After 8 a.m., the following take-offs and landings were observed:

<u>Take-Off</u>	<u>Landing</u>
8:10 a.m.	8:45 a.m.
8:45 "	9:15 "
8:43 "	9:20 "
9:13 "	9:45 "
9:42 "	10:10 "
9:50 "	10:17 "
10:20 "	10:35 "
10:25 "	11:05 "
10:35 "	11:07 "
10:42 "	11:12 "
11:00 "	11:35 "
11:45 "	12:17 p.m.
12:22 p.m.	12:55 "
12:40 "	1:05 "
12:41 "	1:06 "
12:43 "	1:10 "
12:44 "	1:11 "
12:45 "	1:12 "
12:45 "	1:15 "
12:47 "	1:16 "
1:35 "	2:05 "
1:35 "	2:06 "
1:40 "	2:07 "
1:40 "	2:09 "

All the planes were fitted with small auxiliary fuel tanks during the flights and landings. [redacted] had a larger auxiliary fuel tank. (4) The [redacted] to the take-off point and approached for landing.

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25X1 25 July. Twenty-four MiG-15s were again counted at the field. [redacted] on five of the six alert planes. There was no air activity throughout the day. In the morning, the sky was cloudy and in the afternoon it was raining. [redacted] observed on the planes were painted red. The alert planes also remained on their special hardstands at night. No flights by these planes have been observed at night. (5)

28 July. At 10 a.m., the field was occupied as previously. At 8 p.m., two MiG-15s took off and landed while it was raining.

25X1 29 July. At 7 a.m., 24 MiG-15s were parked at the runway. Between 8:40 a.m. and 3 p.m., there was intensive air activity. Forty-six take-offs and 45 landings were observed. The plane [redacted] took off at 2:35 p.m. but was not observed landing at the field.

30 July. At 7 p.m., 23 MiG-15s were counted at the field. Eleven of the planes were parked at the runway. A MiG-15 [redacted] which was not stationed at Brandenburg-Briest airfield landed there. Two MiG-15s took off at 8:30 a.m. and landed shortly afterward. 25X1

31 July. At 7:30 a.m., two MiG-15s took off for a flight lasting about 15 minutes. At 2 p.m., the remaining MiG-15s were towed by two trucks to the runway. Between 8:30 and 10:30 p.m., 85 take-offs and landings were counted. During the air activity the searchlight near Rosenhof was in operation.

25X1 1 August. At 6:30 a.m., 24 MiG-15s [redacted] were parked at the runway. Between 7:30 a.m. and 2 p.m., there was individual flying by 12 MiG-15s. At 7:30 p.m., plane [redacted] took off for a local flight. The searchlight at Rosenhof moved back and forth until 9:30 p.m. (3)

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25X1 2 August. Between 7:30 and 10:30 a.m., six MiG-15s with the [redacted] practiced flying in good weather. (1)

3 and 4 August. There was no air activity.

5 August. At 9 a.m., 24 MiG-15s were observed at the field. Between 10:00 a.m. and 3:45 p.m., 36 take-offs and landings were made in sunny weather.

6 August. No air activity was made.

7 August. One of the six alert planes took off at 6:45 p.m. and landed at 7:30 p.m. The searchlight was in operation between 9:30 p.m. and 2 a.m. on the next morning. (3)

8 August. Between 7:55 and 9:30 p.m., 132 take-offs and landings were counted.

9 August. There was no air activity.

11 August. Twenty-four MiG-15s were again observed at the field. Between 7:50 p.m. and 2 a.m., more than 100 take-offs and landings were made while the searchlight was in operation.

12 August. At 9 a.m., 24 MiG-15s were parked at the runway. Between 8:50 a.m. and 4:20 p.m., 68 take-offs and landings were counted at the field. Exercises were probably under way in Rotscherlinde.

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13 to 15 August. There was no air activity.

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16 August. After the fog had disappeared, 22 take-offs and landings were made by nine MiG-15s between 11:10 a.m. and 2 p.m. The [redacted] were observed on the planes. (1) At noon, three cars with the numbers [redacted] were towed to the repair hangar.

19 August. At 10 a.m., the field was occupied by 24 MiG-15s, 8 of which were parked at the runway. The engines of individual MiG-15s were started, but no take-off was observed. At 10:05 a.m., three MiG-15s stationed at another airfield circled over Brandenburg-Briest airfield at an altitude of about 1,200 meters.

20 August. Between 9 a.m. and 2:30 p.m., 11 MiG-15s practiced flying.

21 August. The number of planes at the field was unchanged. Between 9:30 and 9:40 a.m., two MiG-15s practiced flying.

22 August. Two MiG-15s [redacted] took off at 8:20 a.m. and landed at 9:38 a.m. Although many more MiG-15s were started no more flights were made. (6)

2. The following trucks and operations were observed at the field between 10 July and 19 August:

10 July. At 9:30 a.m., six tank cars with fuel arrived at the field.

18 July. 60 to 80 soldiers were erecting a fence in Jagen (Forest-suburban) 29. Trucks [redacted] hauled boards and poles to the field. (7)

21 July. Truck [redacted] moved toward Landesanstalt. An inscription written diagonally across the box-like superstructure started with the following letters: [redacted]

23 July. Truck [redacted] moved from the field to the Landesanstalt. Work on a garage in Jagen 24 was completed. The garage was enlarged to the east and west as far as the fence around the cantonment. The six-wire telephone line from Brandenburg was completed as far as the field. (8)

25 July. Trucks [redacted] hauled poles for the fence to the field. (7)

6 August. Truck [redacted] moved to the field.

9 August. Trucks [redacted] were en route toward the field.

19 August and 22 August. Platoons each of about 2 officers and 30 soldiers were engaged in infantry training with gas masks in Jagen 20. About 100 air force soldiers were digging positions in Jagen 39. (9)

3. In late July, four 37-mm AA guns, covered with tarpaulins were observed near the AA gun emplacements at Rosenhof. The guns were not yet emplaced, but soldiers wearing black-bordered blue epaulets still worked on them at irregular intervals. On 2 August, soldiers wearing black-bordered blue epaulets were observed near the AA guns in the Rosenhof emplacement. During the night from 3 to 4 August the

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AA guns left the emplacement. The emplacement was still unoccupied on 15 August. On 15 August, trucks [redacted] [redacted] from 25X1 Jagel 48 toward the AA gun emplacements. Thirty soldiers wearing red bordered black epaulets were observed on the trucks. (10)

4. At 2 p.m. on 13 July, four railroad tank cars from Aken arrived at the field marked consignee Unit [redacted]. Two cars with timber from [redacted] in 25X1 Netzebrand, were shipped to Briest for [redacted]. The shipping document 25X1 bore the following notice of the railroad office: "Unknown in the vicinity Altstadt." (11)
5. Between 11 a.m. and 2:20 p.m. on 26 August, about 24 MiG-15s and 10 additional planes of an unidentified type were observed at the field from its western edge. At 11:30 a.m., four MiG-15s took off at intervals of 10 to 30 seconds and 25X1 practiced flying in formation. [redacted] the planes landed at the field.

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Comment.

- (1)
- (2)
- (3)
- (4)
- (5)
- (6)
- (7)
- (8)
- (9)
- (10)

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